

Intimations.

G. FALCONER & Co.,
WATCH-MAKERS AND JEWELLERS.
NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE.
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE ASSORTMENT OF SPECTACLES.
PINE-NEZ AND EYE PRESERVES.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.
HARTMAN'S KODAKS AND FILMS.
64, QUEEN'S ROAD.

JAPAN COALS.
KAISHA
(MITSUI & CO.)

HEAD OFFICE:—1, SUZUKI-CHO, TOKYO.
LONDON BRANCH:—24, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDING, 105 HONG KONG STREET, FIRST FLOOR.

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chongqing, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maizuru, Kyoto, Shimonoeki, Moji, Wakayama, Karatsu, Nagasaki, Kuchino, Saeki, Maizuru, Miike, Hakodate, etc.

Telegraphic Address: 'MITSUI' (A.R.O. and A.I. Codes.)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the
Railways; Principal Railway Companies and Industrial Works; Home and
Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Mitsu, Tagawa, Yamano, and Ida Coal Mines.
THE AGENTS for Hokkaido, Honjo, Kanada, Fujinaka, Mameda, Mannoura,
Tama, Onji, Saisho, Tachibana, Yoshinaka, Yoshio, Yumikura, and other
mines.

S. MINAMI, Manager, Hongkong

Ideal Milk
ENRICHED 20 PER CENT.
WITH CREAM.



Sterilized—Not Sweetened.

A PERFECT SUBSTITUTE
FOR FRESH MILK.

Perfect Beauty
Depends on the skin, and lovely skin is the reward of using
'DARTING' 'LANOLINE'
No imitation can beat the 'Darting'
No imitation can be called 'Darting'
DARTING TOILET 'LANOLINE'
in cosmetic uses.
DARTING 'LANOLINE' TOILET SOAP

ENO'S A SIMPLE REMEDY
FOR ALL 'FRUIT IMPURITIES
OF THE BLOOD.
'SALT.'

'It is not too much to say that the merits of
ENO'S 'FRUIT SALT' have been published, tested, and
approved, literally from Pole to Pole, and that its
cosmopolitan popularity to-day presents one of the
most signal illustrations of commercial enterprise to be
found in our trading records.'—European Mail.

CAUTION. See Capsule marked ENO'S 'FRUIT SALT.' Without it you have a
WORTHLESS IMITATION.
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, ENGL.
by J. C. ENO'S PATENT.
Sold by Chemists, &c., everywhere.

van Houten's
Best
& GOES FARTHEST
Cocoa
EXQUISITE FLAVOR

Intimations.

MITSUBISHI KAWAISHA
(MITSUBISHI CO.)
COAL DEPARTMENT.

MARUNO-UCHI, TOKYO.

CABLE ADDRESS: 'IWASAKI'
which applies to all Branch Offices and
Hongkong and Shanghai Agencies.

A1, ABC 5th EDITION, WESTERN
UNION CODES USED.

ALL LETTERS ADDRESSED
MANAGER, MITSUBISHI CO., WITH
NAME OF PLACE UNDER.

BRANCH OFFICES.

NAGASAKI, MOJI, KORE, KATSU,
AND HANKOW.

AGENCIES.

SHANGHAI: H. J. H. TRIM.
HONGKONG: H. U. JEFFERIES.
MANILA: COMPANIA MARITIMA.
YOKOHAMA: M. ANATA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies;
the Imperial Armaments; the Imperial Railways; Saigyo, Kishu and the other Principal
Railways; Industrial Works; Home and Foreign Mail and Freight Steamers.

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila,
South China, Korea ports and America.
SOLE PROPRIETORS of Takashima, Ochi, Shinmei, Nanzan and Kuni
Yamada Collieries, and also Hojo Colliery,
which will be ready to produce on a large
scale the best Buzen Coal from 1905.

Sole Agents for Kigyo, Komatsu (Tagawa)
and Takashima Coals.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

Coal sold in 1903 by the Company
amounted to 1,210,000 tons.

TAKASHIMA COAL.

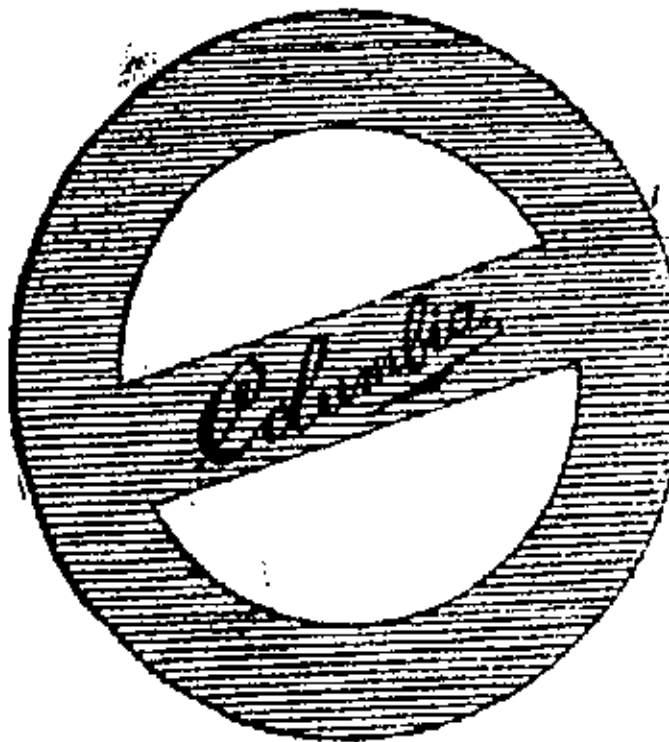
New and additional shafts at the Takashima
Colliery have been completed and
this well-known best and most economical
steam coal in the East is now produced in
abundance and can be supplied in any
quantity.

Hongkong, April 25, 1904. 777

THE TRADE MARK ORDINANCE
1908

APPLICATION FOR REGISTRATION
OF TRADE MARK

NOTICE IS HEREBY GIVEN that
the POPE MANUFACTURING
COMPANY, of Manhattan Borough, New
York, United States of America, have on
the 4th day of December, 1903, applied
for the Registration, in Hongkong, in the
Register of Trade Marks, of the following
Trade Mark:—



IN the name of POPE MANUFACTURING
COMPANY who claim to be the
Proprietors thereof.
The Trade Mark has been used by the
Applicants in respect of the following
goods:—

BICYCLES, in Class 22.

A Facsimile of the Trade Mark can be
seen at the Office of the Colonial Secretary
of Hongkong.

Dated 7th day of July, 1904.

DENNIS & BOWLEY,
Solicitors for the Applicants.

1266 THE TRADE MARKS ORDINANCE
1893.

APPLICATION FOR REGISTRATION
OF TRADE MARKS.

NOTICE IS HEREBY GIVEN that
FERDINAND BORNEMANN of
Victoria, Hongkong, Merchant, has on the
22nd day of June, 1901, applied for the
Registration, in Hongkong, in the Register
of Trade Marks, of the following Trade
Marks:—

1. The Picture of a LOTUS LILY
growing in a Pool of Water.
2. The Chinese words 'TIN KUNG
MARK' (天公嘜) meaning
Heaven Father Mark, and under-
neath the representation of Clouds
and a Cock.

In the name of FERDINAND BORNEMANN
who claims to be the Sole Proprietor
thereof.
The Trade Marks are intended to be used
by the applicant, forthwith, in respect of
the following goods:—

1. NEEDLES in Class 13,
growing in a Pool of Water.
2. INDIA RUBBER BOOTS AND SHOES
in Class 33.

Facsimiles of the Trade Marks can be
seen at the Office of the Colonial Secretary
of Hongkong.

Dated the 6th day of July, 1904.

DENNIS & BOWLEY,
Solicitors for the Applicant.

Intimations.

THE HONGKONG AND KOWLOON
WHARF AND GODOWN CO., LD.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the Hongkong & Kowloon
Wharf & Godown Company, Limited, will
be held at Messrs JARDINE, MATHE-
SON & Co.'s OFFICES, Pedder Street,
Victoria, Hongkong, on THURSDAY, the
22nd day of September, 1904, at 12.15 P.M.,
when the subjoined Resolutions which were
passed at the Extraordinary General Meet-
ing of the Company held on the 31st day of
August, 1904, will be submitted for con-
firmation as Special Resolutions:—

1.—That the Capital of the Company be
increased from \$1,500,000 to
\$2,000,000 by the creation of 10,000
New Shares of \$20 each.
2.—That such New Shares be issued at a
premium of \$30 per Share and be
offered to those persons who are
registered as Shareholders of the
Company on 1st October, 1904, in the
Proportion of One New Share
for every complete Three Shares
held by them on 1st October, 1904.
3.—That the amount due for the New
Shares shall be called up on 31st
December, 1904.

Dated the 2nd September, 1904.

By Order of the Board,
EDWARD OSBORNE,
Secretary.

NOTICE CONVENING SECOND
EXTRAORDINARY GENERAL MEET-
ING OF THE COMPANY.

THE NATIONAL BANK OF CHINA,
LIMITED.

NOTICE IS HEREBY GIVEN that an
EXTRAORDINARY GENERAL
MEETING of the above-named Company
will be held at the BANK PREMISES,
Queen's Road, Victoria, Hongkong, on
SATURDAY, the 24th day of September,
1904, at 12 o'clock Noon, when the Resolu-
tion set out below, which was passed at the
Extraordinary General Meeting of the
Company held on the 3rd day of September,
1904, will be submitted for confirmation as
a Special Resolution.

RESOLUTION.
'That the Capital of the Company be
reduced from \$1,000,000, divided into 750
Shares of \$1 each (Founders' Shares), and
99,925 Shares of \$10 each (Ordinary
Shares), to \$269,475, divided into 99,925
Shares of \$27 each; and that such reduction
be effected by writing off the whole amount
of \$730,525, and cancelling those
Shares of \$1 each and cancelling those
Shares, and by writing off \$23 per Share,
part of the sum of \$23 per Share which has
been paid or credited as paid on the 40,463
Shares of \$10 each which have been issued,
and by reducing each of the 99,925 Shares
of \$10 each to a Share of \$27.'

By Order,
GEO. W. F. PLAYFAIR,
Chief Manager.

Hongkong, September 7, 1904. 1640

NOTICE TO SHIPPERS.

THE NIPPON YUSEN KAISHA
prepared, during suspension of their
Trans-Pacific service, and until further
notice, to Book Cargo and issue Bills of
Lading to SEATTLE, WASH., VICTORIA,
B.C., and PACIFIC COAST
PORTS, also to OVERLAND POINTS
in the UNITED STATES and CANADA
in connection with the GREAT NORTH-
WESTERN RAILWAY from SEATTLE as
hereafter, by the Steamers of the NORTH-
WESTERN PACIFIC S.S. CO., BOSTON
STEAMSHIP and TOWBOAT COYS.,
OCEAN S.S. COY. and CHINA MUTUAL
S.S. COY.

For further Particulars apply at the
Company's Local Branch Office in Prince's
Buildings, First Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, May 20, 1904. 1597

BOARD AND RESIDENCE.

'KILLADOON.'

ON North Spur of MORRISON HILL,
151, WANCHAI ROAD.—Light,
airy and well-furnished Double and Single
Rooms with full view of the Harbour.
With or without board.

For Terms, apply on the Premises, to
Mrs G. S. WEBB.

Hongkong, July 20, 1904. 1331

THE RAMSGATE OF HONGKONG.

METROPOLE HOTEL.

THREE Miles out on the Shan-ki-wan
Road.—Electric Trams pass the Doors
every few minutes.
The ONLY HOUSE on the Road.
The popular resort of the Colony, occupying
a Charming Seaside Situation and
commanding the most extensive view of the
Harbour and Kowloon Peninsula.
There is Accommodation for a few
Boarders.

GOOD SEA BATHING.

REPRESENTATIONS SERVED OF THE FIRST
QUALITY ONLY.

PRIVATE TIFINS AND DINNERS
Prepared in First-class Style on the shortest
notice.
Dinner Parties and Picnics Ordered for.
JAS. CHRISTIE,
Proprietor and Manager.

Hongkong, August 13, 1904. 1335

KING EDWARD

HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.
Private Bar and Billiard Rooms.
Hot and Cold Water throughout.
Electrically Lighted.

Electric Passenger Elevator to each Floor.
Table D'Hotel at Separate Tables.
For terms, &c., apply to the
MANAGER.

Hongkong, June 10, 1902. 1222

Intimations.

When you use BEER in your home,
in the Hotel, or in the Club, you
ought to buy the Purest and
Best. Nothing but the purest
food product is suitable for the
table.

THE PURE FOOD EXPERTS AGREE THAT

RAINIER BEER

REPRESENTS THE CHOICEST AND MOST PALATABLE INFUSION OF
HOPS AND BARLEY MALT WHICH THE MODERN SCIENCE OF
BREWING HAS PRODUCED.

RAINIER IS THE BEER OF QUALITY.

M. J. CONNELL,

SOLE AGENTS,

7, BEACONSFIELD ARCADE, HONGKONG, & PHILIPPINES.
Hongkong, September 8, 1904. 1373

To Let.

TO LET.

STONEHAYEN, 35, Robinson Road,
Containing 5 VENTILATED ROOMS,
with Kitchen, Servants' Quarters and a
Spacious Tennis Court. Possession 1st
September.

Apply to
SAM WANG & CO., LD.

Hongkong, August 8, 1904. 1601

To Let.

TO LET.

NO. 1, STEWART TERRACE, The
Peak.
Apply to
THE HONGKONG LAND INVESTMENT
AND AGENCY CO., LD.

Hongkong, March 26, 1904. 1602

To Let.

TO LET.

NO. 4, ORMSBY VILLAS, Kowloon.
Apply to
SAM WANG & CO., LD.,
31, Queen's Road Central.

Hongkong, July 20, 1904. 1603

To Let.

TO LET.

A EUROPEAN HOUSE, No. 158, Praya
East, Four Rooms and Kitchen,
Servants' Quarters, Bathrooms, Hot and
Cold Water. Good Sea View.

Apply to
JARDINE, MATHESON & CO.,
Hongkong, August 8, 1904. 1608

To Let.

TO LET.

A LARGE OFFICE on GROUND FLOOR
of No. 2, WYNDHAM STREET. Posses-
sion 1st August, 1904.

Apply to
THE SECRETARY,
The Bowling Club, Ltd.

Hongkong, July 13, 1904. 1605

To Let.

TO LET.

SAVOY CHAMBERS, Kowloon, a Four-
ROOM FLAT To Let.
Apply to
ANGLO-AMERICAN STORES,
Hongkong or Kowloon.

Hongkong, June 25, 1904. 697

To Let.

TO LET.

GODOWN NO. 6, NEW PRAYA, KEN-
SEW TOWN.
Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, July 23, 1904. 1608

To Let.

TO LET.

TWO ROOMS on the First Floor of
ALEXANDRIA BUILDINGS.
Apply to
SECRETARY,
A. S. Watson & Co., Limited.

Hongkong, June 16, 1904. 1604

To Let.

TO LET.

FURNISHED HOUSE, in Kowloon.
FOUR ROOMS, Cool and Airy. Six
Months' Tenancy required. Particulars
can be obtained from
'R. A.'
Care of 'CHINA MAIL' Office.

Hongkong, August 29, 1904. 1687

To Let.

TO LET.

A SUITE of 2 ROOMS, on the Ground-
floor of the Annex, suitable for
Offices.
For Particulars, apply to the Under-
signed.

O. H. GRACE,
Secretary.

Hongkong, June 2, 1904. 1599

To Let.

TO LET.

NO. 5, SALISBURY AVENUE, Kow-
loon. Possession from 1st October.
Moderate Rental.
NO. 6, GRANVILLE AVENUE. Im-
mediate Possession—Moderate Rental.
THREE FIRST-CLASS SHOPS, Euro-
pean Style, in Kowloon. Possession on or
about 31st August, 1905.

Apply to
DUMPHREYS' ESTATE & FINANCE
CO., LTD.

Hongkong, September 6, 1904. 645

HANDICAPPING ENGINEERS.

The conservatism of Government depart-
ments generally is nowhere more operative
than at the Board of Trade, a fact clearly
exemplified in a Court of Survey instituted
under the Merchant Shipping Act, which
has just decided an important case in con-
nection with condensation of steam turbine
marine machinery. The justices, in giving
their decision, obviously could not refrain
from very severely animadverting upon
this conservatism, with its restrictive ten-
dencies. The primary cause is probably the
defects in the constitution of the Board of
Trade, which arise from the lack of any
representative character; and, largely as a re-
sult of this, the officials, whose primary
duty—so far as engineering matters are con-
cerned—is to ensure the safety of the public,
refuse to take even problematical risks.
There is no need to refer to the natural
disinclination of the average Government
official to accept responsibility of any kind;
it is a psychological condition which comes
with the conditions of service; because,
since neither initiative nor courage brings
promotion, there is little tendency to depart
from the very prescribed limits of 'use and
work.' The consequences have been that in
the development of engineering science the
Board of Trade has acted continuously and
consistently as a brake, more or less severe.
Almost innumerable instances might be
quoted where progress in Britain has been
severely handicapped, in comparison with
the free advance in foreign countries under
less restrictive administration. The primary
duty of the Board of Trade is towards the
public; but it is also, contends Engineering,
responsible to the engineer and the
shipbuilder. 'If, however, it appears
that there is no real public question,
and that, in their zeal for the public safety,
the Board are unnecessarily imposing restric-
tions upon industry—especially an industry
in its development stage—the Court,
however, reluctantly, cannot escape adversely
reviewing the official action.' Indeed,
one paragraph in the Court's decision
would almost represent the general attitude
of the Board of Trade for many years, and
for this reason it may be quoted in full.
'The whole cause for the Board of Trade is
built upon suppositions which, from a
practical engineering point of view, are
most fanciful. They are suppositions upon
which no constructed piece of machinery
was ever made, and however tested, could
be said to be sufficient. Any strength of
test, for instance, of a boiler, is futile if,
in considering its efficiency, it is to be sup-
posed that it has been left empty with a
pound under it. Nor is the test of steering
gear of any value, if it is to be assumed
that the vessel is running without the rudd
at the wheel.'

JUPITER.

A Wonderful Cloud World.

Jupiter is not only by far the largest
planet in the solar system, but his telescopic
aspect is both unique and unrepresentative.
Astronomical photography, wonderful
though its achievements have been, is not
yet sufficiently delicate in its operations to
picture Jupiter as a powerful telescope
shows him. The immovable and continually
shifting details of his great oval disc
are blurred and lost in the best photographs.
Yet his is without exception the most
animated and expressive planetary 'face'
within our ken. It seems to tell its story
in a most graphic fashion, but with looks,
hintings, and glances which change and
vanish and re-appear with bewildering
rapidity and variety, withholding their
meaning, while repeating over and over
again the same apparent pantomime.
The explanation of this animated sphinx
face of Jupiter is evidently to be found in
the constitution of the huge planet. In-
stead of seeing something solid and definite,
like the mountains of the moon or the
streaked and spotted surface of Mars, we
behold only a vast cloud sphere, whose
belts and zones are supposed to represent
vapors, spun into parallel of latitude by
the rapid rotary motion of the globe be-
neath.

It is this hint of a hidden world beneath
the clouds of Jupiter that attracts the im-
agination. What kind of a planet can it
be which, exceeding this earth more than
a thousand times in magnitude, yet whirls
upon its axis so swiftly that its giant body
makes a complete turn in less than 10
hours by our clocks? But what celestial
ceiling curtain, whose contortions plain-
ly indicate a tremendous activity of the
energies at work, what new creation
is in progress? As the astronomer gazes,
he longs to reach out and strip off the mask.
His eagerness and his disappointment are
like those of a spectator who, from a com-
mending height, looks over a battlefield
buried in smoke, where gleams of fire,
driving vapors and glimpses of dim moving
shadows fascinate his eyes and torment his
imagination, but yield no logical deduction
to his reason.

Yet there is at least one poop-hole. In
the southern hemisphere of Jupiter, in the
midst of vast belts of dark, and light, and
of United clouds, appears an almost sharp,
red as a blown ember at times, then fading
to an ashy hue, or disappearing. No name
has been found for it, but the 'Great
Red Spot.' It is even more enigmatical
than the canals of Mars, because a rational
explanation of them, based on human con-
ceptions and human experience of natural
phenomena, can be and has been offered.
But only the wildest guesses have ever
been made concerning the nature of
Jupiter's Great Red Spot.

Is it really an opening in his cloudy
curtains, or is it something aloof, balloon-
like, in his atmosphere—something exceed-
ing our globe many times in volume? The
birth of a new satellite, perhaps, as the
moon is said to have been wrung from
the body of the earth while it was yet
molten with heat.

Whatever it may be or may mean, the
significant thing about the Great Red Spot
at present is its brightening. In 1879, the
spot glowed like an enormous carbuncle on
the great ring of Jupiter's south equatorial
belt.

HOTEL ORAIGIEBURN.

PUNKETT'S GAP, THE PEAK.

near the TRAM TERMINUS TELEPHONE 66.

For Terms, Apply to the MANAGER. 741

ZETLAND HOUSE

SUPERIOR ACCOMMODATION.

(Opposite Cornhill House)

No. 10, QUEEN'S ROAD CENTRAL.

MODERATE CHARGES.

Mrs. WATLING, Proprietress.

Hongkong, July 27, 1904. 1374

SIEN TING

Surgeon-Dentist.

No. 14, D'ARVILLE STREET.

TERMS VERY MODERATE.

HAPPY BOERS AT THE
BERMUDAS.

Forced to Leave the Islands.

Seven happy Boers have been leading a luxurious life in the beautiful Bermudas at the expense of the British Government. At last the British Government has put its foot down, and the seven Boers are now on their way to South Africa. They were the last of the irreconcilables, and they resolutely refused to barter their Bermudan luxury in return for an oath of allegiance. They were not home sick, but exceedingly contented with the fate that made them exiles de luxe. Various modes of conciliation were essayed by the British Government. All were fruitless. At last the Boer General Pretorius was sent from South Africa to the Bermudas to show the seven the error of their ways. The officers of the garrison asked him to lunch, but Pretorius was anxious to get right away to his fellow-countrymen. He came back soon afterwards, rather in a hurry. The lieutenant-adjutant stood the prophet. Then the British Government grew angry with the Boers, and turned them out of their pensionary quarters. They camped out in the chief street of Hamilton—still happy. They did their cooking, their eating, and their washing in the open street. The police swooped down, threatened to arrest them as vagrants, and to make them work. This was too much for them. They capitulated at once, and asked for the nearest place where they could take the oath of allegiance. Finally they were bundled on board a steamer, shipped to the States, and then to England on the way to South Africa. They arrived in Liverpool.

SUPERV AND EVOLUTION.

The certain surgical operations may, by saving the life of the individual, thwart the designs of nature, which demand the death of the individual in order to save the race from transmitted disease. It is contended by Edwin G. Dyer in a communication to Science (July 1). The writer makes a particular application to the case of the operation for appendicitis, which has been regarded as a certain instance of an even that is good for the individual but bad for the race, thus forming an exception to one of the fundamental rules of evolution. He says: "Since the old theory of foreign body in the appendix as the cause of the trouble has been proven false, at least in a vast majority of cases, we are forced to consider appendicitis a disease, and inflammation of a particularly serious nature, yet no more. Appendicitis in its origin then is similar to congenital defects in other parts of the body. But scientists tell us that diseases of all sorts—at least the predisposition to them—are transmissible; that they run in families, and that the probability is greater that the children of diseased parents will fall heir to the particular qualities of the latter than the children of unaffected parents will be troubled by them. It is true that in the case of appendicitis, recent acquisition as it is to the catalogue of bodily ills, we have no exact data in support of the belief that it is transmissible, yet reasoning from analogy we have every right to believe that it is so. A hereditary predisposition to many other forms of inflammation similar in all respects except that of the part affected has been fully demonstrated, and the inference is certainly a logical one that appendicitis is no exception to the rule. But under the conditions of nature such a transmission of disastrous predisposition taken care of through the early death of the individual with the consequent impossibility of passing them to the descendants. If death comes before the period of maturity is reached, the lack of offspring means the total annihilation so far as the race is concerned, of disastrous consequences in that particular line of descent. If it comes early in maturity, such annihilation is not absolute, but only relative; the danger to the race increasing with the length of life as measured by the number of children. In any event nature demands death without offspring on the part of the individuals possessing racially disastrous predispositions. Yet that is what the prolongation of life through surgical intervention contravenes. All danger of death from the particular diseased part, so far as the individual is concerned, is removed without lessening seemingly one whit its disastrous effects upon the race. A long life is assured so far as the particular disease is concerned, and, all other things equal, a correspondingly large family with all the laws of heredity potent, so far as the probable transmission of the difficulty is concerned. To believe that the surgical removal of the diseased part does away with the probability of the transmission of the disease would be to accept the theory of the transmission of mutilations. This few thinking persons, familiar with the field of scientific thought, are willing to do."

Intimations.

A. S. WATSON & CO., LIMITED.
ISSUE OF 30,000 NEW SHARES OF \$10 EACH.

PURSUANT to Resolution of the General Managers of A. S. Watson & Co., Limited, hereby invite applications from the Shareholders of the Company for the issue of 30,000 New Shares of \$10 each at a Premium of 10 per cent or \$11 a Share. Each Registered Shareholder on the 28th day of September, 1904, applying for the New Issue will be entitled to one share for every two shares registered in his name. Shares not applied for by those entitled to apply will be dealt with by the General Managers in accordance with Article 40 of the Company's Articles of Association.

Applications for Shares in the New Issue will be received by the Hongkong and Shanghai Banking Corporation in Hongkong from the 28th September, 1904, to the 30th September, 1904, both days inclusive, and the whole amount of \$11 per Share will be payable on application.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th September, 1904, to the 8th October, 1904, both days inclusive.

The present paid-up Capital of the Company is \$800,000, divided into 80,000 Shares of \$10 each, and the New Issue is required to increase the Capital of the Company to \$900,000 divided into 90,000 Shares of \$10 each.

The whole of the premium received from the New Issue will be placed to the Credit for them. They capitulated at once, and asked for the nearest place where they could take the oath of allegiance. Finally they were bundled on board a steamer, shipped to the States, and then to England on the way to South Africa. They arrived in Liverpool.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, June 22, 1904. 1588

WANG HING & CO.,
DEALER IN
JEWELLERY AND LACQUERED
WARE.

No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.
Hongkong, August 29, 1904. 1582

MESSRS COOPER & CO.

TAILORS DRAPERS & GOUTFITTERS

TO announce that having engaged the Services of a COMPETENT CUTTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gent's Wear and personal use supplied at the most Reasonable Prices.

A Trial Order Earnestly Solicited.

Hongkong, September 8, 1904. 1459

WANG HING & CO.,
DEALER IN
JEWELLERY AND LACQUERED
WARE.

No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, August 29, 1904. 1582

MESSRS COOPER & CO.

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No. 71, QUEEN'S ROAD CENTRAL,
HONGKONG.

Hongkong, August 29, 1904. 1582

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
84, QUEEN'S ROAD CENTRAL.

JOHN Oakey & Sons, Limited, "Wellington" Mills, London.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to those vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 28 days, and the French and German in about 38 or 40 days.

EUROPEAN MAIL.

DEP.	STEAMER.	DESTINATION.	MAIL DUE LONDON ABOUT.	DUE.
Sept. 10	P. & O. Chusan	London	Oct. 9	Oct. 16
" 14	G. M. S. Onseisau	Hamburg	" 15	" 26
" 20	M. M. Ernest Simons	Marseilles	" 19	" 18
" 24	P. & O. Nabia	Bremen	" 23	" 30
" 28	G. M. S. Bayern	Marseilles	" 27	" 8
Oct. 1	M. M. Australien	London	" 28	" 1
" 5	P. & O. Bengal	Hamburg	" 6	" 13
" 12	G. M. S. Sachsen	Marseilles	" 10	" 22
" 18	M. M.	Marseilles	" 16	" 15
" 22	P. & O. Malta	London	" 20	" 27
" 26	G. M. S. Zienten	Bremen	" 25	" 12
Nov. 1	M. M.	Marseilles	" 29	" 6
" 5	P. & O. Comorandol	London	Dec. 4	" 11
" 9	G. M. S. Prinz Albrecht	Hamburg	" 12	" 20
" 13	P. & O. Simla	London	" 16	" 25

AMERICAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 14	P. & A. Aragonia	Portland, O.	Oct. 14
" 15	P. M. S. China	San Francisco	" 25
" 17	P. M. S. Doris	San Francisco	" 25
Oct. 1	N. P. L. Tremont	Tacoma	Nov. 6
" 8	P. M. S. Siberia	San Francisco	" 18
" 14	P. & A. Numbatia	Portland, O.	" 18
" 20	P. M. S. Copide	San Francisco	" 29
Nov. 1	do. Cacic	do.	" 10
" 10	do. do.	do.	" 20
" 22	do. Mongolia	do.	" 31
Dec. 3	do. China	do.	" 1905
" 15	do. Doris	do.	Jan. 13
" 27	do. Siberia	do.	" 14
1905	do. do.	do.	Feb. 4
Jan. 19	do. Cacic	do.	" 17
" 31	do. Korea	do.	" 28
Feb. 11	do. Mongolia	do.	Mar. 11

CANADIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 21	C. P. R. Empress of Japan	Vancouver.	Oct. 12
Oct. 12	do. Athenian	do.	" 23
" 19	do. Empress of China	do.	Nov. 9
Nov. 2	do. Tartar	do.	" 26
" 16	do. Empress of India	do.	Dec. 9
Dec. 14	do. Empress of Japan	do.	1905
" 28	do. Athenian	do.	Jan. 4
Jan. 11	do. Empress of China	do.	" 21
" 25	do. Tartar	do.	Feb. 8
Feb. 8	do. Empress of India	do.	" 13

AUSTRALIAN MAIL.

DEP.	STEAMER.	DESTINATION.	DUE.
Sept. 18	C. N. Changsha	Sydney.	Oct. 2
" 17	E. & A. Eastern	do.	" 23
" 30	C. N. Chingta	do.	" 28
Nov. 15	E. & A. Australian	do.	Dec. 5
" 16	C. N. Teiman	do.	" 7
" 25	E. & A. Empire	do.	" 14
" 26	C. N. Taiyuan	do.	" 15
Dec. 9	C. N. Changsha	do.	1905
" 14	E. & A. Eastern	do.	Jan. 1
" 28	C. N. Chingta	do.	" 18
1905	do. do.	do.	Feb. 1
Jan. 11	E. & A. Australian	do.	" 12
" 20	C. N. Taiyuan	do.	" 23
Feb. 8	E. & A. Empire	do.	" 14
" 11	C. N. Teiman	do.	" 25
Mar. 8	E. & A. Eastern	do.	" 29
April 5	do. Australian	do.	April 16
May 3	do. Empire	do.	May 24

His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Wei-hai-wei
Albatross	battleship, 1st class	12,850	42	13,500	Captain Sydney R. Fremantle	Wei-hai-wei
Albatross	cruiser, 1st class	1080	6	1400	Commander R. Nugent	Bahing Sea
Amphitrite	cruiser, 1st class	11,000	16	18,000	Capt. Charles Windham, C.V.O.	Wei-hai-wei
Andromeda	gunboat, 1st class	710	6	1800	Capt. R. N. Ommanney	Wei-hai-wei
Bramble	gunboat, 1st class	710	6	1800	Lieut.-Comd. T. D. Pratt	Wei-hai-wei
Britannia	battleship, 1st class	12,850	42	13,500	Captain Hagan	Wei-hai-wei
Centurion	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tabor	Hongkong
Cassiope	water tank and tug	390	—	900	Comdr. Robert H. S. Stokes	Singapore
Cherub	cruiser, 2nd class	6600	11	9600	Comdr. Ernest Barton	Hongkong
Epigone	loop	1070	10	1400	Comdr. P. V. Lewis D.S.O.	Wei-hai-wei
Fame	torpedo boat destroyer	380	6	5700	Captain Hon. Walter G. Stopford	Wei-hai-wei
Farallone	cruiser, 2nd class	1680	12	3200	Reserve	Hongkong
*Gloria	battleship, 1st class	12,850	42	13,500	Lieut.-Comdr. J. M. Rindore	Wei-hai-wei
Handy	torpedo boat destroyer	375	6	4000	Captain W. B. Fackner	Shanghai
Hart	torpedo boat destroyer	375	6	4000	Lieut.-Comdr. A. Gregory	Taku
Humber	storeship	1040	—	800	Lieut.-Comdr. C. P. Mclellan	Yungtze
Iphigenia	cruiser, 3rd class	3600	17	9000	Captain Francis G. Kirby	Wei-hai-wei
Janus	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. F. B. Noble	Wei-hai-wei
Janus	river gunboat	180	4	—	Captain T. G. Greet	Hongkong
Kinshasa	cruiser, 1st class	14,100	18	31,500	Reserve	Changhai
Leviathan	river gunboat	180	4	—	Commander John Nicholas	Lebanon
Moorehead	battleship, 1st class	12,850	42	13,500	Com. D. St. A. Wake	Wei-hai-wei
Otter	torpedo boat destroyer	350	6	4300	Lieut.-Com. R. E. Vaughan	Shanghai
Phoenix	loop	1015	6	1400	Comdr. Virian	Hongkong
Rambler	loop	885	6	650	Lieut.-Com. H. P. Atay	Wei-hai-wei
Rinaldo	river gunboat	88	2	240	Capt. G. H. H. Moore	Hongkong
Robin	loop	885	6	650	Lieut.-Comdr. Davidson	Wei-hai-wei
Rosario	river gunboat	88	2	240	Fleet Reserve	Hongkong
Sandpiper	cruiser, 2nd class	3600	8	9000	Commodore Diakon	Yungtze
Sirius	river gunboat	88	2	240	Lieut.-Comdr. M. V. Dugmore	Wei-hai-wei
Snipe	torpedo boat destroyer	250	6	6500	Capt. J. A. C. Wilkinson	Wei-hai-wei
Taku	receiving ship	460	8	—	Lieut.-Comdr. R. H. Keate	Yungtze
Tamar	loop	180	2	800	Capt. Leslie Stuart, C.M.G.	Wei-hai-wei
Teal	cruiser, 2nd class	2400	8	9000	Comdr. S. St. John Farquhar	Shanghai
Thetis	coast defence gunboat	353	6	6500	Reserve	Wei-hai-wei
Tweed	battleship, 1st class	12,850	42	13,500	Comdr. Ernest C. Hardy	Wei-hai-wei
Unguis	loop	890	6	1400	In Reserve	Upper Yangtze

SHIPPING.

ARRIVALS.

ARRIVALS.
September 8.
 Barn, Norwegian str., 705, A. Dedekam, Bangkok Sept. 8, Rice.—**ORDER.**
September 9.
 Bengali, British str., 2751, G. Phillips, Bombay August 24, and Singapore Sept. 4, Mails and General.—**P. & O. S. N. Co.**
 Chusan, British str., 2552, H. W. Kent, Hongkong Sept. 6, Mails and General.—**P. & O. S. N. Co.**
 Teas, British str., 1340, A. Somerville, Manila Sept. 8, General.—**BUTTERFIELD & SWIRE.**
 Benavitch, British str., 2104, R. W. Thomson, Fookshoo Sept. 7, General.—**GLEN, LIVINGSTON & CO.**
 Aragonian, German str., 3198, R. Schuldt, Portland (Gr.) July 31, and Moji Sept. 4, General.—**PORTLAND & AMATEL STEAMSHIP CO.**
 Hatching, British str., 1267, A. E. Hodgins, Fookshoo, via Amoy and Swatow Sept. 8, General.—**DUNLOP STRAITS SHIP CO.**
 Dali, Norwegian steamer, 630, Gjems, Ostensund September 4, Rice.—**ORDER.**
 Belgian King, British steamer, 2153, J. Hayton, Moji Sept. 3, Coal.—**BRADLEY & CO.**
 Malacca, British steamer, 2015, A. F. Street, London June 26, and Singapore Sept. 4, General.—**P. & O. S. N. Co.**
 Jilia, German gunboat, 690, C. M. v. M. Hüllessem, from Swa.—
 Ching, Chinese str., from Canton.

DEPARTURES.

DEPARTURES.
September 9.
 Okunaga, for Kuba.
 Tokuo, for Shun hai.
 Hanoi, for Kowloon.
 Quai, for Canton.
 Loonging, for Manila.
 Andrus, for Hongkong.
September 10.
 Bendel, for Nagasaki.
 Bory, for Kuba.
 Tokuo, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
September 11.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.

CLEARING.

CLEARING.
 Bendel, for Nagasaki.
 Bory, for Kuba.
 Tokuo, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.

PASSENGERS.

PASSENGERS.
 Bendel, for Nagasaki.
 Bory, for Kuba.
 Tokuo, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.
 Bory, for Shanghai.

MAILS BY THE BRITISH PACKET.

MAILS BY THE BRITISH PACKET.
 The British Packet Company (Limited) will be despatched on SATURDAY, the 10th September, with Mails for the United Kingdom, the Continent of Europe, and the Colonies, and for the Straits Settlements, Netherlands India, Burmah, Ceylon, Aden, Egypt, Malta, and Gibraltar. Printed Matter and Samples at 10 a.m. Registration at 10 a.m. (Registration with late fee of 10 cents, up to 10 a.m.)
 Letters at 11 a.m.
 Late Letters at 11.30 a.m. Extra Postage 10 cents.
 (Letters posted in the Pillar Boxes in time for the first clearance will be in time for this clearance.)
 (Supplementary Mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

WEATHER REPORT.

WEATHER REPORT.
 The following notice is issued by the Hongkong Observatory:—
 On the 9th at 11.22 a.m. the barometer has risen generally in China and in the Philippines; a slight fall is shown at Gap Road and Macao.
 The typhoon has entered the China Sea to the south of Manila. Its direction at present would appear to be nearly due westward.
 Moderate N to NE winds may be expected in Formosa Channel, and fresh E winds in the northern part of the China Sea.
 Forecast:—Fresh E winds, fine.

VISITORS AT HOTELS.

VISITORS AT HOTELS.
HONGKONG HOTEL.
 Mr. W. M. Anderson Mr. R. R. Martin
 Mr. R. B. Bontie Mr. T. P. McAdan
 Mrs. T. E. Bingham Mr. J. McDonald
 and child Mr. and Mrs. J. E.
 Mr. R. J. Birrell Mr. McGrath
 Mr. and Mrs. S. Disney Mr. D. H. McGraw
 Miss Bonyon Mr. and Mrs. R. McKie
 Mr. W. S. Bissell Mr. J. P. Miller
 Mr. W. B. Boyce Mr. G. A. Moir
 Mr. O. Bryan Mr. and Mrs. E. M.
 Mr. W. G. Clark Moon
 Mr. T. Clarke Mr. A. G. Newton
 Mr. F. T. Colson Mr. C. J. North
 Mr. G. Cunningham Mr. B. A. Pattie
 Mr. A. J. Doherty Mr. J. A. Patten
 Mr. F. O. Davies Mr. A. H. Pollard
 Mrs. J. T. Davies Mr. A. G. Potter
 Mr. F. B. Deacon Dr. and Mrs. P. S.
 Mr. G. Dean Potter
 Mr. F. O. Donison Mr. and Mrs. P. O.
 Mr. and Mrs. Douglas Ranney
 Mr. T. G. Downing Mr. P. S. Rayner
 Mr. C. S. Downes Dr. L. P. Ross
 Mr. A. Emerson Mr. P. F. Rice
 Mr. O. J. Farrow Mr. A. E. Ross
 Mr. H. G. Fisher Mr. G. B. Sayer
 Dr. A. F. Foster Mr. R. T. D. Sayle
 Miss L. G. Gurnea Mr. and Mrs. J. G.
 Mr. G. Glover Scott
 Mr. W. G. Grace Mr. C. Skitt
 Mr. and Mrs. W. C. Somerville
 Mr. P. D. H. Grant Mr. A. Somerville
 Dr. D. E. Hahn Mr. C. H. Oper
 Capt. T. Hall Mr. A. L. Stein
 Mr. Julius Hall Mr. W. C. Stewart
 Mr. J. Hanson Mr. H. K. Strave
 Mr. R. G. Hayton Mr. R. H. Thomas
 Mr. R. G. Hayton Mr. R. H. Thomas
 Mr. J. J. Isely Mr. W. D. Tinnel
 Mr. E. Johnson Mr. S. C. Vickers
 Mr. A. Kitchin Mr. H. E. Waite
 Mr. C. G. King Mr. J. L. Wemyss
 Mr. H. Lapp Mr. M. A. Whitton
 Mr. A. R. Lewis child and infant
 Mr. R. J. Magowan Mr. and Mrs. Gordon
 Mr. C. Gordon Magowan
 Dr. A. Marriot Dr. A. B. Zanott
 Dr. L. A. Martin

TEMPERATURE.

TEMPERATURE.
 HONGKONG, September 9, 1904.
BAROMETER. 9 a.m. ... 29.89
 Do. 1 p.m. ... 29.85
 Do. 4 p.m. ... 29.83
TEMPERATURE. 9 a.m. ... 84
 Do. 1 p.m. ... 87
 Do. 4 p.m. ... 88
 Do. (Wet bulb) 9 a.m. ... 79
 Do. Do. 1 p.m. ... 77
 Do. Do. 4 p.m. ... 77
 Do. Maximum ... 88
 Do. Minimum over night ... 82

KING EDWARD HOTEL.

KING EDWARD HOTEL.
 Mr. B. Albert Mr. F. Kieno
 Mr. A. Bickart Mr. J. C. Logan
 Mr. D. O. Casulli Mr. and Mrs. G. Maho
 Capt. J. W. Crocker Mr. Mon-Dir
 Mr. T. H. Davies Capt. J. W. S. eason
 Mr. J. T. Figueroa Mr. A. H. Ugh
 Capt. F. H. Hamblin Mr. G. Pike
 Mrs. Hamblin Mr. Bruce Shepherd
 Dr. Robt. H. Hawkes Mr. O. Staeger
 U.S.N. Mr. H. S. Vaughan
 Mrs. Jackson & child Mr. A. Wortmann
 Mr. J. Watt Jameson

CONNAUGHT HOUSE.

CONNAUGHT HOUSE.
 Mr. B. Andaloff Mr. M. Jacobs
 Mrs. J. Bell Mr. T. J. Jackson
 Mr. M. Webb Bowen Mr. J. E. Joseph
 Mr. J. Caminero Mr. J. T. Lang
 Mr. S. V. Derr Mr. S. Newman
 Mr. W. P. Dolly Mr. R. A. Nugent
 Mr. and Mrs. H. Eyre Miss Reeves
 Mr. R. M. Esaki Mr. H. Ross
 Mr. M. Grice Mr. W. R. Spratt
 Mr. E. Howard R.N.

THOMAS'S HOTEL.

THOMAS'S HOTEL.
 Mr. D. M. Aliston Mr. L. F. Nels
 Mr. Brank Mr. E. Pehouan
 Mr. Roger P. Cutler Mr. Ng Ping-Shan
 Capt. W. H. Daw Mr. E. O. Sullivan
 Mr. C. P. Goodhart Mr. S. R. Torms
 Mr. B. Hesterman Mr. M. Torms
 Dr. Hough Mr. L. Torms
 Mr. F. Kishichaw Mr. W. C. Vayhan
 Mr. J. Korman Mr. W. C. Vayhan
 Mr. E. Lehman Mr. M. J. Whitley
 Mr. O. R. Marcott Mr. L. C. Young
 Mr. K. B. Mehta

CARLTON HOUSE.

CARLTON HOUSE.
 Mr. T. E. Banks Mr. H. H. Kempf
 Mrs. G. Bennett Mr. J. Loh
 Mr. John S. Chapman Mr. G. Osborn
 Mr. P. O. Day Mr. and Mrs. O. B.
 Mr. A. E. Earley Perkins
 Mr. E. B. Malone Mr. A. J. Skinn
 Mr. T. Halmer Mr. F. Weber
 Mr. W. J. Hobbs Mr. and Mrs. T. Wright

POST OFFICE NOTICES.

Mails will close.

For CANTON.
 For Hankow, at 7.30 a.m., on Saturday, the 10th September.
For SHANGHAI.
 For Bengi, at 9 a.m., on Saturday, the 10th September.
For PAKHOI.
 For Hailan, at 9 a.m., on Saturday, the 10th September.
For SINGAPORE, PENANG & DOM. BAY.
 For Jachia, at 10 a.m., on Saturday, the 10th September.
For KOBE.
 For Hong, at 10 a.m., on Saturday, the 10th September.
For SWATOW, AMOY & TAMSUI.
 For Haiman, at 1 p.m., on Saturday, the 10th September.
For SAMSHUI, SHUIHUNG, TAKHUNG & WUCHOW.
 For Kongnam, at 4 p.m., on Saturday, the 10th September.
For SHANGHAI.
 For Kinkang, at 4 p.m., on Saturday, the 10th September.
For AMOY.
 For Hongnam, at 5 p.m., on Saturday, the 10th September.
For SHANGHAI, MOJI, KOBE & YOKOHAMA.
 For Tippana, at 3 p.m., on Monday, the 12th September.
For SINGAPORE.
 For Eppan, at 4 p.m., on Monday, the 12th September.
For Cebu & Iloilo.
 For Kiof, at 4 p.m., on Monday, the 12th September.
For SINGAPORE, PENANG & CALUT.
 For Arratoon Apoor, at 2 p.m., on Tuesday, the 13th September.
For TIENTSIN.
 For Wasing, at 3 p.m., on Tuesday, the 13th September.
For MANILA.
 For Tain, at 4 p.m., on Tuesday, the 13th September.
For MANILA.
 For Zafra, at 9 a.m., on Saturday, the 17th September.

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